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BIRTH.

On the 1st July, at "Belvoir," No. 165, Wanchai Road, the wife of PATRICK H. MURRAY, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4TH JULY, 1904.

THERE is probably little sincerity in the professed fear of the "Yellow Spectre" amongst the Statesmen of Europe. It is a rare thing to find Statesmen who by conspicuous ability have raised themselves to commanding positions exhibiting in their elevation a tendency to superstitions, which during their rise they assiduously concealed; and we may well believe that the Emperor WILLIAM II. is quite sincere in his credulity as to the possibility of a recrudescence of those tribal movements which eventually swamped the Roman Empire, and destroyed the old civilisation of the world. But is there any similarity between the situation then and now? At that period the conditions were, so to speak, reversed; the plains of Europe supported but a few wandering tribes, certainly they were no better peopled than was America before its discovery by COLUMBUS. On the other hand, Northern Asia, in regions now given over to the dominion of vast deserts, in those days supported large populations, who have everywhere left their remains in the way of huge tumuli and rude stone ruins. The very climate itself has changed, of which we find eloquent proofs in the skeletons of the huge elephants and rhinoceros which once found ample pasturage on the now frozen tundras of Northern Siberia. Wholesale migrations, we may rest assured, do not take place without adequate cause; and there is very good reason to associate the cause with the progressive deterioration of the climate, which has rendered Northern Siberia unfit to support a larger population than it at present maintains. While this was the case in Central and Northern Siberia, in Central

Asia the drying up of the land and the encroachments of the desert had its effect likewise in rendering the land by degrees unfit for human habitation. We have no statistics of the Central Asian lands at any time, but history proves that once they were far more populous than now; the reason being the gradual diminution of the quantities of water carried down by the two rivers, Oxus and Jaxartes, on which the plains are entirely dependant for their cultivation. Recent travellers are pretty unanimous in pointing out that the Russian occupation has had no effect in checking the depopulation. Miss MEAK, one of the latest travellers, who draws her information from Russian sources, and who dedicates her recent book to the TARTARS, may certainly be looked upon as a friendly witness. She describes the gradual decay of Samarkand as hastened, rather than the contrary, by the Russian occupation; people, she tells us, who settled down there in the hope of finding a reasonable return for capital invested, are one and all moving on to Khokand. The cultivation of cotton in Turkistan, which the Russians reasonably hoped would prove a source of gain to the Khanate, has been found to have the contrary effect. In a country where every available acre is occupied under ordinary conditions in providing food crops for the people, the displacement of rice by cotton has had a deleterious effect. Without human labour the land cannot be cultivated, and without rice the people cannot be fed; so that the displacement of rice means the diminution of the population, and the diminution of the population reacts in the abandonment of still more land to the encroaching desert; and land in Central Asia once abandoned, all history tells, can never more be restored to cultivation. Even at present Turkistan has to import corn for her small population; so that the desiccation of the land bids fair to be continuous. The present population of Siberia is estimated at from seven to eight millions, spread over an area 14 times that of Europe, which gives just two square miles to each inhabitant; taken separately, the greatest density in any one of the Governments into which it is divided is two per square mile. Russia has in fact not been able to draw in the present war upon her vast Siberian territories, but has to send practically all her men and stores from Europe over some 5,000 miles of badly-constructed railway. So little is the danger of any approach from Northern or Central Asia.

But of course there is the case of JENGHIZ KHAN'S invasion, which in the fourteenth century was well nigh as fatal for modern civilisation as was that of the Goths and Huns for the ancient culture of the Roman Empire. Why should it not be repeated? We have above shown some of the actual reasons; the rest may be inferred. Of all conquerors in history JENGHIZ KHAN did most to prevent for all time a recurrence of conquests, inasmuch as he destroyed the resources and capabilities of the lands which he overran. We have shown how absolutely dependent on population are the lands he passed over for their cultivability. JENGHIZ not merely killed off entire populations, but he waged war with vegetation; his followers destroyed the forests through which they passed, and blighted the vegetation. In a well-watered country Nature can go far towards healing the wounds of war; not so in Central Asia, where during the entire human epoch the rainfall has been deficient. There a tract of country once given up to the desert remains for ever in its deadly grasp. Persia, once covered with forests, now scarcely supports a single tree. Richly-cultivated districts have reverted to howling deserts. The entire delta of the two great Central Asian rivers, the Oxus and Jaxartes, was once a smiling, well-cultivated plain, fed everywhere by great streams, natural or artificial. Now, with the exception of the lands immediately watered by the Oxus and Zafarshan, it is a sandy desert, known as the Kizil-kum or Red-Sand. The slopes of the Pamir plateau were once covered with abundant forests, and we hear little of the difficulties they offered to the advance of armies. Now the Pamirs are practically blocked to the passage of troops unless in the smallest of detachments, and what is true of Western Turkistan has in modern times become equally true of Eastern. There is no population in Central Asia to support a solitary one of the unnumbered hordes, who even in historical times penetrated from one end of Asia to another.

To all this it may of course be replied that in Eastern Asia there is still China, and China is still at least as populous as ever she was; and suppose China were to

unite with Japan, who could foresee the result? To this there are two answers. First, there is so little affinity between China and Japan in race or otherwise that a conjunction of the two can scarcely be looked upon as within the bounds of the possible. Both, it is true, live in the east of Asia; both possess a little yellow pigment in their complexions. Besides, their ethnology and their culture at all epochs mark them out as races as distinct from one another as either from the western European type. The Japanese it was who, in the thirteenth century, drove back on Europe the Mongol hordes, and the memory of their achievements then it is that steels them in their present contest with Russia. The Chinese have no such achievement to their credit, and at all times have preferred to gain their ends by diplomacy rather than by force of arms. A raid like that of JENGHIZ KHAN, even at their time of greatest power, has never entered into the heart of a Chinese leader to conceive. Even JENGHIZ KHAN'S army, though at the time he owned sway over a large part of Northern China, was not materially swelled by any Chinese intermixture in its ranks. So much for the likelihood of a Chinese invasion; which would be, moreover, quite contrary to all the experience of history.

Even yet there remains the greatest of the difficulties in the advance of any force from Eastern Asia to Europe, and that is its physical impossibility under modern conditions; and here we do not only allude to the difficulties arising from the military superiority of the West, but rather to the physical difficulties of the journey. We have sketched out the depopulation of the continent, and shown it to depend on the modern deterioration of the land to a degree beyond human alleviation. If it were possible to replant the entire of the continent, and restore its lost population, there is still the difficulty of the climate, which would effectively prevent the movement of troops in any number. The difficulties staring Russia in the face after years of possession and preparation are but trifles to what a modern army would meet on its way from Eastern to Western Asia. The Yellow Terror is not a thing to seriously trouble the present generation of European Statesmen; and from all that we can foresee is no more likely to interfere with the sleep of their great grand-children.

The French Mail of the 31st May was delivered in London on the 30th June.

At noon on Saturday the plague roll for the year stood at 384.

As a result of the rains the streams in the Tytan water-collecting area are all running strong and that reservoir is getting nearly full. The other reservoirs are at the overflowing point.

The reason for the delay in taking over of the old Bay View Hotel as a police station is stated to be that the P.W.D. had to drive a new road behind it which will perhaps involve the demolition of the building.

To-day is the "Glorious Fourth"—United States Independence Day. Consul-General and Mrs. Bragg announce that they will be at home at the "Crown's Nest," Barker Road, from 4 to 7 p.m. Mr. J. W. Osborne, of the Kowloon Hotel, also announces that he will be at home from 12 a.m. to 11.30 p.m.

The following programme of music will be performed by the band of the 93rd Burma Infantry on the New Parade Ground this evening from 5 to 6.30 p.m.:—
March..... "Romance"..... Gounod
Overture..... "Haydn"..... Gounod
Selection..... "An Artist's Mo'el" Sidney Jones
Mazurka..... "La Contessa"..... Translated
Selection..... "The Shop Girl"..... Ivan Caryll
Waltz..... "The Chorists"..... Phelps
"God Save the King"

The Government Gazette contains a dispatch from the Secretary of State for the Colonies on the subject of the appointment of probationers to the Police Force of Hongkong, the Straits Settlements and the Federated Malay States. The Colonial Secretary has decided that the examination for these posts shall be the same as that for the Indian Police Force. Officers will as a rule look for promotion only in the States or in that Colony to which they are assigned, but they will be liable to be transferred if it is considered desirable. The officers appointed as Police probationers will have no claim to appointments in the cadet service, but cadet officers may still be appointed, if thought fit, to posts in the Police Department. A probationer will receive a salary of £225 per annum, and when he has passed examinations in native languages, &c., he will be paid £300 per annum until he obtains a substantive appointment; but if he remains three years, after passing his examinations, without obtaining a substantive appointment, his salary will be increased to £350. The classification of the Police Service in Hongkong provides for two assistant superintendents with an initial salary of £300, rising by triennial increments of £60 to a maximum of £360; one Deputy Superintendent starting at £300 and rising by triennial increments of £60 to £360; and one Captain Superintendent starting at £300, and rising by triennial increments of £100 to a maximum of £1,000. Free quarters will be provided for these officers as well as for probationers.

To-morrow, there will be a meeting of the left half, No. 2 Company, H.K.V.A. in the Institute at headquarters, from 5.30 p.m. to 6.30 p.m., to discuss arrangements for a weekly drill and allotment of men to Sub-Divisions, &c., &c.

The old village of Putowang, in Chung-kwang-o Bay, which was at one time an important Chinese Customs centre, is now almost deserted, and the old Customs station is going to rack and ruin. There is word, however, that the station is to be taken over by the police, so that very probably the village will yet see another period of prosperity.

The June number of the *National Review* contains a very noteworthy pronouncement on the *entente cordiale* from that distinguished French Statesman M. Doumer, formerly Governor of French Indo-China. He points out that the *entente* shows that in Europe "England is ready to range herself by the side of France against ambitions which will imperil the independence of nations and compromise the peace of the world for a long time to come. A general and permanent alliance between England and France is not possible, nor is it desirable. It is on parallel lines, in complete independence, and yet with entire cordiality, that they must pursue in time and space the path of their glorious destinies."

At the Metropole Theatre on Saturday evening the second concert of the season was given by Messrs. Ware and Ross's Entertainers before a good house. The entertainment was followed with much interest by the audience and was very enjoyable. The first item was a pianoforte overture which was very well performed. Among the artists who contributed to the entertainment were Miss Gertrude Masie, who as a singer and danseuse gained the approbation of the audience; Mr. Tom Morcomb; Mr. Walter King; Mr. George Gibbs, and two Naval men who did good service in keeping up the programme. Mr. James Christie, the champion boxer of Hongkong, gave a clever ball-punching exhibition, and not the least interesting item in the show was the cinematographic representation of the famous Corbett-Jeffries fight.

AN UNPLEASANT ADVENTURE WITH PIRATES.

A GOVERNMENT LAUNCH SURROUNDED.
Messrs. Geo. Fenwick & Co., Ltd., have supplied us with the following particulars of an incident which occurred to the Government launch *Alexandra* on her voyage hence to Weihaiwei. The Report is by Capt. Ellis, who thinks that its publication may be of service to others navigating small craft along the coast.

"About 6.30 p.m. Wednesday, June 8th, the weather setting in thick and rainy, I decided to anchor for the night at Namki Island. I therefore entered an inlet on the N.W. side of that island and found good anchorage for a small vessel in 4 fathoms of water and sheltered from all winds except N.W. Upon dropping anchor, the launch was immediately surrounded by upwards of 100 fishing boats, who came from every conceivable nook and corner and lined the launch ten deep all round. The occupants of these boats swarmed aboard the launch from all directions. My men could not understand a word of their dialect, and as they appeared to be getting boisterous I concluded that discretion was the better part of valour and consequently sent my engineers below to stand by the engines and to get a good head of steam. I at first thought that the men had boarded the launch simply out of curiosity, but was speedily undeceived when it became evident that they were there for loot, for they began to hustle my men about and handle everything that was movable. At last the brass helmet of the binnacle caught their eyes, and two of them attempted to remove it. This I of course resisted, with the result that there was danger of being overpowered. I consequently jumped down the cabin and produced my revolver, a large .45 cal. Colt. Two men had the audacity to follow me down the cabin steps, but a couple of smashing blows on the jaw from the butt of the revolver sent them to the right-about and I got on deck. My three quartermasters, seeing me come up, armed themselves with pieces of firewood and iron bars, and we proceeded to clear the deck. After about 10 minutes of lively work, we succeeded in doing so, when I attempted to get up anchor. We were anchored with a kedgie and 34 inch line, the chains not being available on account of the temporary housing covering up the capstan. This the fishermen resisted, holding on to the line and trying in every way to impede our movement.

"At length I was obliged to fire a shot over them, and that having no effect I fired a second through the bows of one of the most prominent boats, and then succeeded in shortening in the line and dragged the anchor into deep water by going full speed astern, when I was able to pick it up, not, however, without constantly threatening the howling mob who persisted in clustering round the launch.

"After turning round and getting full speed on her, I gave one fellow the stem in good style, cutting him down and upsetting the occupants, who were all picked up by their comrades. This seemed to damp their ardour and I got away all right, being obliged to put in a very unpleasant night through fog and rain.

"I am firmly convinced that if I had not got out as I did, the launch and crew would have remained there for good, the vessel being simply posted as missing; for a more practical gang does not exist than the fishermen on this part of the coast.

The *Alexandra* performed the voyage from port to port in 81 days, deducting stoppages, the actual steaming time was 7 days. Immediately on arrival a two hours' trial was made, when a speed of ten knots was easily attained. The Officers representing the Government expressed themselves as highly pleased with the vessel and gave Captain Ellis a commendatory testimonial.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

OXFORD AND CAMBRIDGE CRICKET.

LONDON, 2nd July.
In the Inter-University Cricket Match, the scores were Cambridge, 253 in the first innings and 390 in the second; Oxford, first innings 149, and 221 for 6 wickets in the second innings.

THE TIBETAN EXPEDITION.

LONDON, 2nd July.
The delegates have arrived at Gyantse.

OBITUARY.

LONDON, 2nd July.
Sir G. F. Watts, D.C.L., LL.D., the well-known painter, and member of the Royal Academy, died to-day.

[Sir G. F. Watts was born in 1817 and was therefore 87 years of age. He first exhibited in the Royal Academy in 1837, and was elected a Member of that distinguished Society in 1867. As an allegorical and historical painter he won a world-wide reputation. He was knighted in 1902.]

THE PHILIPPINES.

TOBACCO AND LIQUOR TAX ENACTED.
MANILA, 2nd July.
The Internal Revenue Law to tax tobacco, wine, beer and spirits has been enacted, and is estimated to produce a revenue of \$5,000,000 per annum.

The basis of the Act is to support the Government view of free trade with the United States.

One-fourth of the revenue will revert to the Provinces and the balance will go into the insular treasury.

[REUTER'S SERVICE.]

THE TIBET EXPEDITION.

LONDON, 30th June.
Col. Macdonald began operations on the 28th instant, by the capture of a Tibetan fort after severe fighting in which the enemy's losses were heavy. On the British side Capt. Custer was killed and two officers and five Sepoys wounded.

THE GOVERNOR OF HONGKONG.

LONDON, 30th June.
Sir Mathew Nathan has started for Hongkong.

THE REVENUE OF GREAT BRITAIN.

LONDON, 1st July.
The revenue for last quarter was £31,722,869, a decrease of £2,688,044.

FRANCE AND SIAM.

LONDON, 1st July.
The protocol of the treaty between France and Siam which has been signed in Paris provides for the immediate cession of the port of Krao to France.

ITALIAN DIPLOMATIC APPOINTMENTS.

LONDON, 1st July.
Signor Melegari, the Italian Minister at Tokyo, has been appointed Ambassador to St. Petersburg. Count Vinet, now in Mexico, will succeed Signor Melegari.

FRANCE AND MOROCCO.

LONDON, 1st July.
France is arranging with Morocco to introduce a force of Algerian Zouaves as police in Tangier with French officers.

THE SERVANT QUESTION AT SHANGHAI.

There is no doubt, says "Daybreak" in *Sport and Gossip*, that life in Shanghai would be very much pleasanter had we better servants. The houseboy of the old days seems to have almost entirely disappeared and his place has been filled by a very different class of servant. The other menials, such as mafios, lacials, gardeners, etc., really annoy one beyond measure. Unfortunately to prosecute servants for misdoings takes a deal of time—more than many of us can afford—and therefore many get off scot-free. This matter was brought home to me this week by a mafio who came into my employ at the beginning of this month. He stopped thirteen days, then said his mother at Ningpo was sick, and I found a substitute holding my horse the next morning. I should like to bet that the gentleman is still in someone's employ here, but to take on the work in my stable for thirteen days told his master the sick-mother-at-Ningpo story. By this method he hopes, I think, to score in the following manner: From me his wages were to be ten dollars a month; he subsets the billet to an inferior mafio or a ricksha coolie, for all I know, for six or seven dollars and pockets the difference. If this is the case disappointment awaits him. I believe any servant can be punished for not giving a month's notice, and if I could only lay hands on the gentleman I would spare no pains to have him made an example of. This is but one of many cases that take place almost daily.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN GUARDSHIP AT PORT ARTHUR SUNK.

TOKYO, 3rd July, 4.40 p.m.
Admiral Togo reports that the 12th torpedo-boat flotilla on the night of 27th June attacked and sank the enemy's guardship, with two masts and three funnels, outside Port Arthur.
The same flotilla then exchanged fire with the enemy's destroyers, one of which was observed to capsize and sink. Our casualties were 14 killed and 3 wounded.

[REUTER'S SERVICE.]

THE RUSSIAN-BALTIC FLEET.

LONDON, 30th June.
The *Times* Paris correspondent wires it is reported that Russia has applied for permission for the Baltic fleet to coal at French ports en route to the Far East, and that it is declared this is possible without a breach of neutrality.

THE FENCHUING FIGHT.

LONDON, 30th June.
General Kuropatkin wires that the Japanese force which captured the Feng Chiu pass consisted of 27 battalions. He admits that the Russian loss was heavy.

CLOSING IN ON PORT ARTHUR.

LONDON, 1st July.
A Russian official despatch shows that the Japanese on the 26th last captured first the heights behind Sinopington, 14 miles east of Port Arthur, then Lungwangtang mountain, eight miles to the east of Port Arthur. They are now erecting a heavy battery on Lungwangtang.

The Russian gunboats and torpedoes from Port Arthur supported the Russians. Strong Japanese columns are advancing along the central Dalny-Port Arthur road.

THE "PETROPAVLOVSK" DISASTER.

Captain Yakovlev, who commanded the *Petro-pavlovsk*, and Captain Schmidt, Admiral Makarov's aide-de-camp, have returned to St. Petersburg. Captain Schmidt, says a contemporary, tells a thrilling story of his remarkable escape. He was busy entering up the Admiral's log when the explosion occurred. As he jumped out on to the bridge the flagship was lunging from one side to the other. The captain observed Admiral Makarov and the Grand Duke Cyril clinging to the end of the bridge. Almost instantly the great ship put her head down and plunged straight to the bottom of the sea. Captain Schmidt held tight to the rail of the bridge, and as the ship went down he looked up and saw the stern of the vessel, with hundreds of seamen clinging to it, towering above him. He was carried far below the surface, and was suddenly shot up by the escape of a huge mass of imprisoned air from the ship. He then caught a piece of wreckage, and escaped without a scratch.

Captain Yakovlev does not know how he escaped. When the explosion occurred he lost consciousness, and he recovered in hospital. Captain Schmidt insists upon returning to the Far East with the Baltic Squadron.

PAKHOI.

AN UNPOPULAR PERFECT.

June 27, 1904.

Chu Han Yek, the late Prefect of Linchow, came out from the city on the 20th instant and left on the 23rd by the s.s. *Aperau* on his way to Canton. He is reported to be one of the most unpopular Prefects who ever came to Linchow. The inhabitants in the Prefectural City, by way of showing their disapproval of his administration, are said to have suspended "paper-money" in prominent places on his departure from the city as a send-off.

THE RESUMPTION OF A MARKET TAX.
As the saying goes that every dog has his day, so it is with the porcine tribe at present, which is having a jolly time of it, as the tax on pork has been renewed to be collected since the 9th of the 5th moon by a new Syndicate, strongly backed by the authorities. Consequently the slaughtering of pigs for consumption has ceased to be on the usual large scale. The new tax ranges from twenty to thirty cents on every pig killed, according to size. The butchers had combined afresh to make a stand against the new imposition and the majority of them have gone on strike, but a few have since resumed their callings at the stalls, and they understand how to make hay while the sun shines by increasing the retail price of the meat by a few cents per catty, besides injecting a greater amount of water into the meat than is usual to augment its weight. The tax therefore is really paid by the consumers. It will be recollected that the attempt last year to collect this tax resulted in a fiasco, owing to violent resistance on the part of the butchers.

MAN-OF-WAR.

The French man-of-war *Surprise* paid us a visit on the 18th instant and left on the 20th.

HONGKONG JOTTINGS.

The rains of the past week have been as balm in Gilead. An almost continuous downpour for six days ought to enable the Water Authority to grant us a full supply once again. The intermittent supply has been continued this year two months later than last year.

The Imperial Service Order which was instituted by His Majesty the King a few years ago is not a cheap distinction. I believe I am correct in saying that Mr. Charles Ford, who for more than thirty years was the Superintendent of the Botanical and Afforestation Department of the Government in this Colony, is but the second Civil Servant of the Crown in the Far East to receive the honour. It was in 1871 that Mr. Ford came to Hongkong, and the changed general aspect of the island is the monument of his labours. Hongkong when it was ceded to the British Crown was described as presenting an appearance of absolute sterility, though when some years later trained botanists came to explore the island they surprised the residents with the statement that "there are few or no islands of equal area on the whole surface of the globe with so varied and extensive a flora." But of trees there were extremely few. "The hills," it was written, "are covered with a mantle of grass amidst which rise the bare, blackened rocks; while the monotonous scene seems only varied by a few bushes, or a solitary tree studded here and there, and by the scattered groves of the *Pine* *shoots* clothing some of the declivities." Mr. Ford when he came immediately set to work to clothe the barren rock with verdure. Nearly three thousand trees were planted during his first year in Hongkong, and as the trees grew well the work has through many years been continued until we have to-day the appearance of being the most charming as well as the most prosperous island in the Far East.

With regard to the correspondence which has appeared during the past week in the *Daily Press* re the exclusion of a certain section of the Chinese community from the Botanic Gardens, I venture to express the opinion that the authorities have gone quite as far as the exigencies of the case warrant. The setting apart of the public gardens on certain days during the months of August, September and October, practically for the exclusive use of residents other than Chinese, is to say the least of it, a concession that, if carried to the extremes suggested by some correspondents, would sit exceedingly hard on the more respectable of our Chinese citizens, as well as constitute a serious contravention of the principles of freedom which are the backbone of our glorious British constitution. What would be thought in London if the aristocracy demanded the exclusion of the labouring classes from Rotten Row or Kensington Gardens?

That measures for preventing the improper use of our beautiful gardens by Chinese undesirable are necessary I am quite willing to admit; but the economic conditions existing in Hongkong make it a matter of extreme difficulty for the powers that be to enact repressive measures that will have the desired effect, and yet not offend the susceptibilities of our immense native population, which, by the way, contribute a large part of the money necessary for the upkeep of the gardens. Apart from this, it is to be presumed that the Chinese, as well as the European, has an eye for the fair and the beautiful, and no reasonable person will deny that the Chinese residents of Hongkong are sadly in need of some place where they may while away their spare moments amid surroundings that appeal to their ideas of happiness—hence their apparently unwelcome invasion of one of the fairest of Hongkong's public institutions. I fancy the only practicable solution of the difficulty lies in the proper policing of the gardens. The Sikh policeman is admittedly an object of dread to the unwashed coolie element, and the services of a sufficient number of our dusky representatives of the law stationed in such a way as to command a view of the entire gardens would undoubtedly be the means of effecting the reform so ardently petitioned for by several correspondents.

The footpath nuisances continue to be as bad as ever in Hongkong, in spite of all the complaints that have been made of late. Coolies can still carry their bamboo and loads on the side-walks with impunity, and keep on their great umbrella-sized hats. In the early morning few Europeans are abroad, but those that do stir out betimes for a stroll or on business are liable to get struck by a leg of mutton or greasy pork or some such meat being carried from the market. Meanwhile the Indian and Chinese constables look on calmly and do nothing.

A good story is told about a deep-sea fishing party that went out the other day from Hongkong on a junk to a point beyond Stonecutter's. They belonged to the staff of Vicoria Gao. They were away for the best part of a day, and returned with a splendid bagful of fish, which were produced in the mess-room and exhibited with much pride and boasting. Afterwards the fish were distributed, some going to the boys. One of the boys on receiving his present thanked the donor profusely and ejaculated, "Ee yah! No. 1 fish; belong Canton salmon." And on further examination it turned out that the whole catch were fresh-water fish, presumably from the market!

Not the least remarkable amongst Hongkong's curiosities is a rather large tree growing on top of a disused chimney in Wanchai. It is situated at the back of a Praya East coal godown situated near the corner of Percival Street.

BANYAN.

HONGKONG ELECTRIC TRAMWAYS.

CARS OUT FOR THE FIRST TIME.

SUCCESSFUL EXPERIMENTS.

On Saturday afternoon an electric car went out for a run over a section of the new Hongkong rails for the first time for the purpose of testing the cars. Mr. G. Deane was driving, and the following gentlemen were in the car:—Mr. H. Hackwood, Resident Engineer of the Hongkong Tramways Electric Co.; Mr. J. Grace Scott, General Manager; Mr. C. A. Thomas (Messrs. Shaw, Watson & Co.), Messrs. E. Emerson and Windsor (of Messrs. Dick, Kerr & Co. of London, the contractors); Mr. F. Graham (the cable contractor); Mr. Chan A Tung (local contractor); Mr. Fung Wa Chiu, and few other gentlemen. Leaving the shed the car ran smoothly down Sharp Street, and along Wong-nai-chung Road as far as the Grand Stand. The seats were then reversed and a run was taken to the Praya by way of Morrison Hill Road. On arriving at the Police Station, near Ah King's slipway, once more the trolley was shifted from one wire to the other and the car ran back to the shed. The experiment was considered very satisfactory, as the car took all the curves very well, being slowed down, of course, on approaching them. She ran at a lively pace along straight parts of the track, going at least three times faster than the best ricksha-puller. At the curves the trolley showed a tendency to slip off the wire at the joints, but this will not occur when the trolleys are adjusted. Not the least noteworthy feature of the run was the blank astonishment of the numbers of gaping Chinese spectators, and the dejected look of the ricksha-pullers. The car in question was "No. 16." It almost made one imagine himself in the "Tuppenny Tube" to read the familiar notices saying "No smoking allowed," and "Please do not spit in the car."

When the cars start running, which they ought to do on or before the 1st prox., the traffic of the first few weeks is certain to be abnormal, for everybody will want to "experience the sensation of a ride on the electric car. When the work is finished the line will be taken over from Mr. Hackwood by Mr. Scott, the General Manager. There will be 26 cars running, and if an estimate of the earning capacity of the line be made it is not too much to put the figure at \$50 a day per car, making a total of \$1,300 a day. There will be 5-cent 1st class fares for some distances, the fare for the whole length of the island being 45 cents. The ticket-collectors, conductors, etc., have already been engaged. They were to be seen at the car shed on Saturday wearing their numbered badges.

Had it not been for obstructions by the Public Works Department the line would have been completed some months ago. The chief obstruction was the raising of the level of the road at Praya East. It was a big job, and though the P.W.D. may have worked creditably it took a long time. The raising of the road level by two feet in this vicinity is a part of the scheme whereby a large portion of the harbour area lying between the pier jutting out in line with Arsenal Street and the west end of Causeway Bay is to be reclaimed. A later obstruction to the completion of the line was the uncovering of a drain at Arsenal Street, and this is practically the only place remaining where work is not yet completed.

In 1902 an ordinance was passed by the Legislative Council of Hongkong authorising the tramways to be laid down by the Hongkong Tramways Electric Company, an English Company with its headquarters in London, and work was commenced in May 1903. The detailed plans, etc. were prepared by the Company's Consulting Engineers, Messrs. Alfred Dickinson and Co. of Birmingham, who appointed Mr. Harold Hackwood to act as their representative in Hongkong as Resident Engineer in charge of the construction. The contractors were Messrs. Dick Kerr and Co. of London, who carried out the whole of the work.

The total length of single track is 14 miles which is laid in 9½ miles of route. The track is laid to a gauge of 3 feet 6 inches, with rails of the girder type weighing 80 lbs. per lineal yard. Each rail joint is double headed with 6/6 S.W.G. copper bonds.

The lines within the City are laid for the most part as centre pole construction, but the eastern portion of the route being outside the City boundary is laid as single line with passing places and is equipped on the side pole system.

With the exception of a short branch line, which runs to the Race Course, the route runs parallel with the water front and with the exception of a short length at Quarry Bay is practically level. At Quarry Bay a short length of road grading has been done, the original grade of 1 in 10 having been reduced to 1 in 15. Beyond Quarry Bay is the eastern terminus of the line, where is situated the small Chinese village of Shaukiwan.

Owing to the varying nature of the ground three forms of permanent way construction have been adopted. Where the ground was solid the rails were bedded on a concrete beam 18 inches wide and 6 inches deep; where the ground was not so good a bed of concrete 6 inches deep and 7 feet 3 inches in width extending under the whole track and 1 foot 6 inches on either side was adopted; over doubtful ground which had been recently reclaimed from the sea, this concrete bed was increased to 8 inches in depth. The concrete used was mixed in the proportion of 1 to 1, Portland cement of local manufacture and exceptional good quality being used. After the rails and the bottom concrete were laid the

road surface was made up to rail level with concrete and finished off with a smooth surface to the proper camber of the road.

The overhead construction has been carried out in a very neat manner, the length of arms on the centre poles not exceeding 2 feet while the arms on the side poles vary in length, the majority of them being six feet long. The poles are of mild steel, 28 feet 3 inches in length, 7 inches in diameter at the base, tapering to 4 inches in diameter at the top. They are set six feet in the ground in a solid block of concrete. Within the city, ornamental base castings are added to the appearance of the poles, which are still further enhanced by the addition of wrought iron scrolls on the bracket arms.

The trolley wire is divided into half mile sections by means of section insulators, and at each of these points the main feeder cables are tapped and current is taken to supply each section of trolley wire; this is accomplished by running the feeders through a feeder pillar containing the necessary switches and fuses; the connections from the feeder pillars to the trolley wires being made with rubber covered 37-16 cables carried up inside the poles and along the sides of the bracket arms. The pressure on the trolley wire is 500 volts. A lightning arrester is provided in each feeder pillar and also a telephone giving direct communication with the power house.

The feeder cables were supplied by the Callenders Cable and Construction Company and laid on the solid system. In addition to the main feeders running east and west from the power station a return 37/13 booster feeder has been laid in each direction to within a mile of the two distant termini, where it is connected to the rails; it also makes connection with the rails at each feeder pillar. A three core pilot wire has also been laid from the power station to each terminus, one core being connected up for testing purposes and the remaining two cores being used for telephone service.

The generating station is as nearly as possible in the centre of the system, a convenient site having been obtained alongside the Bowring Canal, from which water for condensing purposes is obtained and which enables coal and materials to be delivered by barges direct at the site. The only objection which could be found with the site lay in the fact that a very few years ago it was reclaimed from the sea and consequently no good foundation could be obtained for either buildings or machinery. However, as it was the best site obtainable in all other respects this difficulty had to be overcome, and efficient foundations were obtained by the driving of over five thousand piles. These were spaced so as to support the whole weight of the buildings themselves, the ground, which greatly varied in solidity, being left as an additional factor of safety. China fir poles, 15 feet in length and 5 inches in diameter, were used for the buildings and machinery, special 7-inch poles 18 feet in length being used for the chimney foundations.

The depot comprises engine-room and basement, boiler-house, cars-laid and machine-shop, smithy, paint-shop and carpenter's shop, and also offices. The engine room, which is lofty and well lighted, contains two continuous current, direct connected railway generators of the multipolar type, compound wound, giving a potential of 550 volts, and making 100 revolutions per minute. They are designed to run either separately or parallel. The generators are keyed direct on the main shaft of the engines, which are of the horizontal cross compound type, each engine being equal to a maximum load of 557 brake horse power. The engines, built by Yates and Thom, are each provided with a Wheeler surface condenser of the Admiralty pattern, and may be worked either condensing or non-condensing. The condensed steam is conveyed to the hot well to be again used for boiler feed. The condensers are fixed in the basement below the engine room, as also are all the steam, exhaust, circulating and other pipes, thus leaving the engine room free and open. Circulating water for the condensers is obtained from the Bowring Canal, which is alongside the site, the water first passing through pumps fitted with gratings and strainers to exclude obstructions.

In addition to the two traction sets there are two smaller plants for arc and incandescent lighting of the depot, one set being driven by a small high speed engine and the other by a motor running from the 500 volt circuit. The lighting circuit is supplied at 100 volts pressure. The switchboard, consisting of nine panels, includes a main station panel, two generator panels, two feeder panels, one Board of Trade panel, and three lighting panels. The main station panel contains recording instruments of the latest pattern, the recording wattmeter showing the total output of the station. The Board of Trade panel is arranged for receiving test wires from different parts of the line and is provided with instruments for making all the tests required by the Board of Trade.

An overhead travelling crane is provided capable of lifting and traversing in any direction a load of ten tons over the whole area of the engine room.

The boiler house, which is at a lower level than the engine room, contains two double drum, water tube boilers of the Babcock and Wilcox type, arranged to burn ordinary Japanese fuel slack. Each boiler has 3,654 square feet of heating surface, evaporates 12,000 lbs. of water per hour, and works at a pressure of 160 lbs. per square inch. In addition to the steam and water gauges each boiler is fitted with a spring safety valve and a dead weight safety valve. Water is supplied to the boilers by two Blake and Knowles feed pumps which take water from either the storage tank or the hot well and feed the boilers through the economiser. This, manufactured by Green of Wakefield, contains 288 pipes, and by utilising the waste flue gases to raise the temperature of the feed water, effects a great saving in fuel.

In case of mishap the economiser may be cut out of use, the flue gases being conveyed to the chimney by means of a bye pass, or auxiliary flue, and the feed water being pumped direct into the boilers without passing through the economiser tubes. Two feed water filters are supplied and all water passes through one or other of these before entering the boilers.

The chimney, which is circular, is built of brick and is 153 feet in height. As Chinese bricklayers are unaccustomed to this class of work it presented greater difficulties in construction than any other portion of the work, and as Hongkong is subject to typhoons of noted severity, exceptional care had to be taken with both the foundations and the careful building of the shaft. With the exception of the foundations and the chimney cap, the whole of the brickwork is built in lime mortar of peculiar composition, as is also the brickwork of the buildings. Instead of employing sand, as is usual in the mixing of lime mortar, a local earth of a red colour, termed locally "red earth," was mixed with the lime, and water added to bring the whole to the right consistency for mortar, with which the bricks were laid. As the work was being carried out by English engineers there naturally existed great prejudice in departing from the beaten path and this method of procedure was not adopted until exhaustive tests had been made of which proved that lime mortar made with red earth gave far better results than that made with sand, conclusions which had been made all of lime concrete the red earth was also substituted for sand. The explanation of this appears to be that the lime is neither thoroughly burnt nor properly slaked; if it were possible to obtain in Hongkong lime of the English standard of quality there is no doubt that the practice of using red earth instead of sand would speedily die out. The red earth consists of granite in a very advanced state of decomposition.

The car shed, which is a rectangular building 200 feet in length, contains six lines of track and gives accommodation for 35 cars. The roof is of iron, in two spans partly glazed and provided with louvers, giving plenty of light and ventilation. Inspection pits run the whole length of the shed.

Twenty-six single deck motor cars are provided, ten being of the combined type with an enclosed portion in the centre and an open platform, provided with seats, at either end, these cars being reserved for first class passengers. The remaining 16 cars are of the open cross bench type, commonly known as tourist racks, and are for the conveyance of second class passengers. The over all length of the cars is 29 ft., the total width is 6 feet 6 inches, and the wheel base is 8 feet 6 inches.

The first class cars have a seating capacity for 32 passengers and the second class cars for 48 passengers. Each is mounted on a Brill 21 E truck, fitted with two four pole series wound single reduction ironclad motors of 25 horsepower each. The cars are driven from either end, each end being fitted with a series parallel controller.

In addition to the hand brake in general use a very powerful emergency brake can be formed by short circuiting the motors on themselves and thus converting them into generators. The trolleys, which are of the latest type and provided with a swivel wheel, are 16 ft. 6 in. in length and enable the trolley wire to be fixed ten feet away from the centre of the track where necessary. The car bodies were built at Preston by the Electric Railway and Tramway Carriage Co. Ltd. and were shipped to Hongkong in sections, where they were fitted together and connected up in a very short space of time.

At one end of the car shed is a well equipped workshop containing screw cutting, planing, wheel lathe, wheel press and drilling machines, the whole being driven by a 500 volt motor, carpenter's shop, and paint shop are also provided.

The management of the line is under the able direction of Mr. J. Gray Scott, the late popular Municipal Electrical Engineer of the Croydon Corporation, which position he resigned to take up his duties in Hongkong. As this is the pioneer system of electric traction in China it is to be hoped the venture will meet with a well deserved success and that electrically equipped lines will shortly be laid in other parts of the Celestial Empire.

Half the cars were tested on Saturday and yesterday, and the other half are to be tested to-day.

POLICE COURT.

Saturday, 2nd July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A PORTUGUESE RESIDING AT Bridges Street was charged with drunkenness, and with striking a Chinese constable. The defendant said he was very sorry, he was a bit jolly at the time. Mr. Gomperetz fined him \$5.

ROGUES AND VAGABONDS. Twelve Chinese were charged by L. Sergt. Hedge with being rogues and vagabonds. Complainant discovered them at 3.30 a.m. slumbering under a verandah in Des Voeux Road Central. Their collective wealth was 3 cents. They were sentenced to four days hard labour each.

GAMBLING. Sergt. Kerr charged seven men with gambling in a match at Tai Hing. They were playing cards. The first defendant was fined \$10 and the rest \$5 each.

VAGRANT. Inspector Withers charged an Italian with being a vagrant. The defendant admitted it, and was sent to the House of Detention.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ROBBERY. Three men were charged on remand with entering No. 30, Wing Lok Street, and stealing therefrom clothing, jewelry, etc., to the value of \$277. They were sentenced to six months' imprisonment each.

HITTING A BILLIARD MARKER. W. Nohur, who a few days ago was fined \$25 for riding 1st class with a 2nd class ticket on a Hongkong-Kowloon ferry boat, was charged with assaulting a billiard marker at the Hongkong Hotel. He was fined \$25.

ASSAULT ON A PIC. P. Sergt. Lander charged a Chinaman with being a pig. Complainant saw the man at Kennedy Town striking the animal with a bamboo. Defendant was fined \$10 or 14 days' imprisonment.

OPPIUM. A Chinaman was charged with unlawful possession of 23½ lbs. (17½ lbs) of raw opium. He was fined \$500 or three months' imprisonment.

AN UNLICENSED VENDOR. For hawkling fish in the Western Market a Chinaman was fined \$40 or two months' imprisonment.

BEWARE OF THE PARTY offering imitations of Macniven & Cameron's Pens. "They come as a boon and a blessing to men," "The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh. (402-3)

KODAKS! KODAKS!! KODAKS!!!

AND PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description, and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

I.D.M. JOHANNSEN OR SIEMSEN & CO.

55a

SHIPPING NOTES.

STEAMER MOVEMENTS.

The I.G.M. steamer *Prinz Regent* left Singapore on Friday, the 1st July, at 11 a.m., and may be expected here on Tuesday, the 5th July, at 5 p.m.

The C.P.R. steamer *Empress of India* left Yokohama for Vancouver (B.C.) on Friday, 1st July, at 5 p.m.

The C. & M. steamer *Rubi* left Manila on Saturday, the 2nd July, at 11 a.m., and is due here to-day, at 1.30 p.m.

WEATHER AT SEA.

The *Teon*, from Manila, reports moderate S.W. winds, moderate sea, cloudy and dull with showers.

The *Ashmont*, from the Cape, reports strong E.N.E. winds in the Indian Ocean.

The *Chinshan*, from Bangkok, reports moderate monsoon.

The *Chingta* on her voyage from Japan to Hongkong experienced moderate winds and fine weather.

The *Opola* had a fine passage from Singapore. The *Doric*, from Shanghai, reports fresh to moderate S.E. winds, confused sea and heavy rain at times.

The *Huiching* experienced fresh S.E. breezes, showers and rough sea between Foochow and Hongkong.

SAVING CANAL DUES.

Ships arriving here with coal from Barry Dock and Cardiff come out for the most part via the Cape, thereby saving Suez Canal dues. The steamers *Ashmont* and *Danagar* arrived here with coal from Barry yesterday, having come out by this route.

SHARE REPORT.

Messrs. Erich Georg & Co. in their Weekly Share List dated Saturday, 2nd July, state:—Although most stocks have remained firm, some even showing some slight improvement in rates, the volume of business transacted during the week under review has not been large. The sterling demand rate on London is 1s. 10½d., while the rate on Shanghai closes at Tls. 7½d. for a T/T and Tls. 7½d. for three days' sight private draft. Barsilver in London is quoted 26½d., and London quotes 25s. 9d. buyers.

BANK SHARES.—Hongkong and Shanghai have again changed hands at \$600, and close with small buyers; the London rate is 267 1/8. Nationals are still wanted at \$38.

MARINE INSURANCE SHARES.—Unions are wanted at \$545. China Traders sold at \$63 to \$64, closing firm at latter rate. Other stocks under this heading unchanged.

FIRE INSURANCE SHARES.—Hongkongers sold at \$310, and Chinas at \$87, and more shares can be placed.

SAVING SHARES.—Hongkong, Canton and Macao Steamships remain on offer at \$29, and some time shares can be got at under the equivalent of this rate. Indo-Chinas sold at rates ranging between \$119 and \$117, and close with sellers at \$118; shares sold on time at rates somewhat under the cash equivalent; the London rate is \$110, while Shanghai quotes Tls. 85 nominal. China and Manilas can be got at \$25 and Douglasses at \$35½. Star Ferries are in demand at \$33½ for old and \$24½ for new shares. Shell Transports have advanced from 24s. 0d. to 25s. 6d. buyers, with sellers at these and intermediate rates; London quotes 25s. 9d. buyers.

REFINERIES.—China, Sugars closed rather easier last Saturday afternoon, and a sale took place at \$180, but the market has rallied again, and sales have been effected up to \$183, the market closing with buyers at \$184; sales at \$185 for 31st August, \$188 for 30th November, and \$190 for 31st December, have also been reported. Luzons continue neglected.

MINING SHARES.—Panjoms, Ordinaries are unquotable, while Preferences are on offer at 40 cents; an extraordinary general meeting of shareholders will be held on 12th instant for the purpose of considering and, if thought fit, passing resolutions referring to the voluntary winding up of the Company, appointing a liquidator, and to transfer the assets to a new Company, to be called "The North Panjom Mining Company, Limited." Charbonnages are quoted \$500. Ruils sold at rates ranging between \$63 and \$74, closing with buyers at \$7.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's Shares, 40s. firm, while Hongkong Hotels are easier with sellers at \$136. Humphreys' Estates sold at \$12½ and \$4½ for old and new shares respectively, and a few shares are on offer. Shanghai Lands have buyers at Tls. 115.

COTTON MILLS.—Without sales and unchanged.

MISCELLANEOUS.—Green Island Cements sold at \$24½ and \$30, and have buyers at \$29½. Lands are quoted \$37 buyers, and West Point \$40 firm, while Hongkong Hotels are easier with sellers at \$136. Humphreys' Estates sold at \$12½ and \$4½ for old and new shares respectively, and a few shares are on offer. Shanghai Lands have buyers at Tls. 115.

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COTTON MILLS.—Without sales and unchanged.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 1903. 9410

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GECWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. 1264

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely Illustrated, descriptive of the

people, Customs, &c. of the Far East.

Price \$1.50.

On Sale at "NORTH CHINA HERALD"

OFFICE, Shanghai;

Messrs. KELLY & WALSH,

Hongkong;

and all leading Booksellers in the Far East

Hongkong, 14th February, 1903.

AMERICAN INDEPENDENCE DAY.

TO-DAY being the 4th July, "American

Independence Day," Mr. J. W. OSBORNE

of the Kowloon Hotel will be AT HOME

from 12 a.m. to 11.30 p.m.

NOTICES OF FIRMS

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.R.C., B.H.R., Lister's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

CHAS. J. GAUPP & CO.

have This Day REMOVED into their new premises

"ALEXANDRA BUILDINGS,"

CHATER ROAD

(next door Messrs. A. S. Watson & Co., Ltd.)

Hongkong, 2nd July, 1904. [1625]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

THE Final Instalment of 25 per cent. of the Certificate amount is hereby declared payable on Coupon E of certificates issued in payment of British Private Claims under the provisions of the Notification of 12th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate.

Shanghai, 2nd July, 1904. [1626]

THE HONGKONG FROZEN FOOD SUPPLY.

Depot No. 3, Ice House Street, Telephone Number 313.

FRESH Supply of AUSTRALIAN PRODUCE just received by the China Navigation Co.'s Steamship "TAIYUAN" including Mutton, Lamb, Pork, Milk (condensed), Splendid Fresh Butter (72 lbs. per lb.), Cheese, Ham and Bacon (prime smoked), Pork Sausages (50 cts. per lb.), and Fritz Sausages. Send to Depot for Price List.

Pass Books will be supplied to, and monthly credit accounts kept with well-known residents.

LAU KUE TONG, Manager.

Hongkong, 3rd July, 1904. [1627]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 7th JULY, 1904, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising: COVERED DRAWING ROOM SUITE, OVERMANTLES with BEVELLED MIRRORS, LADY'S FANCY WIMPERY DESK, and OCCASIONAL TABLES, &c., &c., &c.; EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARDS with BEVELLED MIRROR, DINNER WAGONS, CHIFFONNIERS, &c., &c.; BRASS-MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE-TOP BUREAUX with BEVELLED MIRROR, MARBLE-TOP WASHSTANDS and DRESSING TABLES, TOILET SETS, &c., &c., &c.; BATHROOM and KITCHEN REQUISITES;

Also One HAMMOND TYPEWRITER (almost new); Also Several TYPEWRITERS and BICYCLES of VARIOUS MAKES.

TERMS:—Cash on delivery. On View from Wednesday, the 6th July, 1904. GKO. P. LAMBERT, Auctioneer.

Hongkong, 4th July, 1904. [1628]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of JULY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	11	Plantation Road, Peak.	170' 0" 180' 0" 60' 0" 113' 0"	18,570	100' 2' 28"	

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.

For Freight, apply to SHEWAN TOMES & CO., General Agents.

Hongkong, 4th July, 1904. [1630]

COLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Ice, Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily. Sundries accepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports TO-MORROW, the 5th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 2nd July, 1904. [1624]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD."

Captain H. Kirchner, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD, For Further Particulars, apply to MELOCHERS & CO., Agents.

Hongkong, 4th July, 1904. [5]

ENTERTAINMENT

METROPOLE THEATRE.

METROPOLE HOTEL,

Sole Proprietor, Mr. JAS. CHRISTIE.

SPECIAL PERFORMANCE

TO-NIGHT (MONDAY), 4TH JULY.

COMPLETE CHANGE OF PROGRAMME.

Introducing the following Artists:—

TOM MORCOMB.

MISS GERTIE MAISIE.

WALTER KING.

MCCORMICK & MCGINTY.

THE PERCIPHONE.

AMERICAN BIOGRAPH.

JAS. CHRISTIE.

GEORGE GIBBS.

The best performance ever produced in Hongkong.

Prices \$2 and \$1.

Overture 8.30. Performance 9 Sharp.

Rickshaws held until conclusion of performance.

Hongkong, 4th July, 1904. [1605]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [10]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA

are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1239]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

and KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

TO LET.

1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

THE YEE WO.

Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

"FRANEE BUNGALOW," Kowloon;

with Large Garden, Furnished for 3 months.

No. 11, MOSQUE JUNCTION. Full View of Harbour.

OFFICES, CENTRAL POSITION.

And others to suit various requirements.

S. A. SETH.

Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 1st July, 1904. [73]

BOARD AND RESIDENCE

"TANG YUEN"

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—

MANAGERESS,

Macdonnell Road

or

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER.

2, Poddier's Hill.

Hongkong, 1st January, 1892.

TO LET

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

No. 4, RIFON TERRACE.

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE).

GODOWNS; PRAYA EAST.

No. 1, CLIFTON GARDENS. Conduit Road.

OFFICES in No. 16, DES VŒUX ROAD, Central.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1904. [175]

TO LET.

FROM 1st August, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—

J. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

A SUITE OF THREE LARGE ROOMS,

on 1st Floor Connaught House Hotel, suitable for Offices, also Stalls in the corridor of same Hotel. For full particulars, apply to—

THE MANAGER, Connaught House Hotel.

Hongkong, 14th June, 1904. [1484]

TO LET.

GODOWN, No. 32a, PRAYA EAST.

Nos. 15, 17 & 19, SEYMOUR ROAD.

Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 5th March, 1904. [430]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Consulate, Canton.

For particulars, apply to—

E. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

THREE FIRST-CLASS SHOPS,

European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

A HOUSE To Let in Kowloon, with possession 1st July, 1904.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

Immediate Possession—for 18 months.

"EIGHTOR," the Peak.

Apply to—

JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

FURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50.

Apply to—

S., Care of Daily Press Office.

Hongkong, 31st May, 1904. [1372]

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th March, 1904. [865]

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Vœux Road Central.

Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

For Terms, apply to—

A. G. I. S., Care of Daily Press Office.

Hongkong, 28th April, 1904. [1119]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—

SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

TO LET.

WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.

The EYRIE (PEAK).

BELLIOS TERRACE, Nos. 10, 13 & 21, QUEEN'S ROAD CENTRAL, TWO ROOMS, over Aches & Co.

No. 3, SEYMOUR TERRACE (Furnished).

"BANGQUE" (Peak) from 1st August.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 15th June, 1904. [1429]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th JULY, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th June, 1904. [1604]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJOM MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Beaconfield Arcade, Victoria, in the Colony of Hongkong, on TUESDAY, the 12th day of JULY, 1904, at 11 A.M. for the purpose of considering and if thought fit passing the subjoined Special Resolutions.

RESOLUTIONS.

THE ROBINSON PIANO Co. LD.

UPRIGHT IRON GRANDS

MANUFACTURED BY US
ARE TO BE
ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL
ADAPTED TO STAND THE
HONGKONG CLIMATE.
THE MATERIAL IS OF THE BEST
AND THOROUGHLY
SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.
PRICES \$400: Upwards.

THE BABY GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

THE JOB PRINTING DEPARTMENT OF THE "HONGKONG DAILY PRESS"

IS REPLET WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,

AND
COMMERCIAL
PRINTING
TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.
MACHINE RULING,
GOLD LETTERING,
AND
MARBLING, ETC.,
ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

NOTICE TO KOWLOON RESIDENTS.
EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTON'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

FOR SALE

TEAKWOOD STEAM LAUNCH in Good
Working Order and condition.
Length 35 feet.
Breadth 7 feet.
Depth 3 feet 6 inches.
Engines, Compound Outboard Condensing.
Price \$3,250.
Apply to—
Care of Daily Press Office.
Hongkong, 31st May, 1904. [1374]

TO PHILATELISTS.
FOR SALE, a large variety of Chinese, all
issues, Chinese Locals, Shanghai, Hong-
kong, Indian Native States, Borneo, &c., &c.,
including many of the old and rare issues.
Selections sent on approval. Prices extremely
low. Apply—
Care of Daily Press Office.
Hongkong, 14th June, 1904. [1435]

FOR SALE.
NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 21st May, 1904. [129]

FOR SALE.
KUGER COINS, Gold, Silver and
Copper, mounted and unmounted, at
very reasonable prices.
Also real Rhinoceros Hide Sticks from \$8.00
to \$20.00.
Sold at
CHONG SHING, Jeweller,
No. 39, Queen's Road Central.
Hongkong, 29th June, 1904. [1595]

FOR SALE.
STEAM Launch "PERSEVERANCE."
Length, 100 feet; Beam, 18 feet; Depth,
9 feet; Speed, 10 miles per hour. In first-class
working order.
Apply to—
WANG HOP COMPANY,
No. 82 (1st Floor), Des Vaux Road Central.
Hongkong, 26th June, 1904. [1596]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [1166]

NOTICE.
SURGEON DENTIST,
No. 10, L'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [9]

NOTICE TO MARINERS,
No. 197 (Special).
CHINA SEA.
SHANGHAI DISTRICT.
SOUTH CHANNEL ENTRANCE TO
THE YANGTZE.
Intended change in the position of the
Gas-Lighted Fairway Bell Buoy.

NOTICE IS HEREBY GIVEN that in
consequence of changes having taken
place in the Entrance to the South Channel,
the Gas-Lighted Fairway Bell Buoy will be
shifted 1 mile South of its present position
on or about the 15th July next.
From the Buoy, the Tungsha Lightship will
then bear N. 48 W.
Further information can be obtained at the
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Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th June, 1904. [1622]

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PROBLEMS OF NEUTRALITY.

At the Royal United Service Institution last month the Rev. T. J. Lawrence, LL.D. (Professor of International Law at the Royal Naval College, Greenwich), read a paper on "Problems of Neutrality." Vice-Admiral Sir Robert H. Harris (president of the Royal Naval College, Greenwich) was in the chair. Dr. Lawrence in the course of his paper said that the war in the Far East had been prolific of questions which concerned the mutual rights and duties of neutrals and belligerents. As to the question of floating mines on the high seas, he remarked that there were no precedents to guide us in the matter; but he had formed an opinion on the spur of the moment that every sound principle was against the making by belligerents of a part of the open sea into a mine-field. But if belligerents' mines, properly laid in places where hostilities might be carried on, broke loose and floated about, interfering with neutral navigation, the case would be on all fours with that of a stray shot fired during an engagement which, missing the enemy, might perchance do damage to neutral vessels. He then directed attention to the recent belligerent combats by neutrals at sea, and remarked that it was strange that the second day of the Russo-Japanese war should have witnessed the raising of a question which baffled The Hague Conference of 1899. No provision was made in the Convention for the final disposal of those who were rescued by neutral vessels, and no directions were given for the treatment of the sick and wounded after they had recovered under neutral care. But the plenipotentiaries expressed a unanimous wish that Switzerland should soon call a conference with a view to a revision of the Geneva Convention. When such conference took place, the events which occurred in the harbour at Chemulpo on February 9 last, in which the Russian cruiser *Pargat* and the gunboat *Koreetz* were concerned, would form an important precedent for its guidance. There could be little doubt that more was done on that occasion in the way of aid by the British, French, and Italian ships than the mere rescue of drowning men, but how much more they could not at present define. The Japanese made no diplomatic protest, and therefore they might assume that that Power did not consider themselves to have been wrongfully deprived of prizes and prisoners through the action of the British, French, and Italian captains. The incident showed, among other things, that provision would have to be made in the future for assistance by neutral ships of war, as well as by neutral hospital ships and ordinary neutral vessels.

"THE TIMES" STEAMER AND WIRELESS TELEGRAPHY.
The lecturer next proceeded to consider what he described as "the new and strange point" which had arisen out of the connection between newspaper correspondents and wireless telegraphy. He said that the two had been brought together for the first time during the present war, and the honour of the innovation belonged to *The Times*. It had fitted up the steamer *Haimur* with De Forest's wireless telegraphy apparatus, and placed on board a representative of its own, whose messages were sent in cipher to Weihaiwei and telegraphed from thence to London over a neutral British cable. There seemed no Machiavellian subtlety here, especially as the steamer was liable to search by the armed vessels of either belligerent, and had in fact been visited several times by Japanese warships and once by the Russian cruiser *Dagat*. But something connected with the proceedings must have got on the nerves of Admiral Alexieff, for in April he notified that if he caught "off Kwangtung, or within the zone of operations of the Russian fleet," correspondents "making use of improved apparatus not yet provided for by existing conventions," he should treat them as spies and confiscate their vessels. When they remembered that the punishment of a spy was death by hanging, they realized how serious was the threat of the Tsar's Viceroy in the Far East. The fortune of war had left him little chance of carrying his purpose into effect. But nevertheless it was due to his exalted position, and the greatness of his country, to examine his statement carefully in the light of law and reason. Fortunately they could appeal to an authority which Russia was bound to respect. Both belligerents in the present war, and signed The Hague Convention, and therefore both were bound by its rules. These made a man a spy if he obtained information by secret means, and obtained it for the enemy. The methods used in forwarding it when obtained were not once mentioned, and could not be material to the issue. And yet it was on these, and these only, that Admiral Alexieff's denunciation turned. It might perhaps be argued that The Hague rules referred to warfare on land, whereas the Russian order referred to warfare at sea. But there could not be one definition of a spy for military purposes and quite another for naval purposes. In the matter of espionage, the accepted principles were of universal application; and it was impossible to bring the correspondent of the *Times* within them. The threat of Russia bore a striking resemblance to the contention of Prince Bismarck in 1870 that Frenchmen who attempted to carry despatches in balloons from beleaguered cities were spies. Four years afterwards the Brussels Conference on the Laws of War decided that they were not, and the representatives of Germany acquiesced in the decision. The 28th article of The Hague Code repeats it, and it is not likely to be challenged in any quarter. A similar ending to the Russian attempt to penalise wireless telegraphy might be confidently expected.

CONTRABAND OF WAR.—COAL.
After discussing the question of the use of neutral waters by belligerents the lecturer dealt with the subject of contraband of war, explaining the difference in the way in which Japan and Russia treated it, and referring to the special cases of coal and provisions. Russia's record with regard to coal was, he said, remarkable for inconsistency. Till recently we had France

and Russia in agreement in holding coal to be in no case contraband, and Great Britain, at the head of a group of important maritime Powers, maintaining that it belonged to the class of conditional contraband. But on February 28 last, 20 days after the outbreak of the present war, Russia quietly boxed the compass, and proceeded to substitute one extreme view for the other. The eighth article of her rules, which the Imperial Government would enforce during the war with Japan, included in her list of contraband—"Every kind of fuel, such as coal, naphtha, alcohol, and other similar materials." They must remember that all the articles enumerated in Russia's rules were "unconditionally contraband," and they would understand that a cargo of soft coal proceeding from Newcastle to Yokohama for the use of the civilian population of Tokyo was subject to capture as much as a cargo of smokeless coal proceeding from Cardiff to Nagasaki for the use of Admiral Togo's fleet. Had we any reason to object? The answer to this question seemed to him to depend upon the view we were disposed to take of the importance of coal in naval warfare, and our estimate of the ease with which a cargo loaded at a commercial port could be conveyed by land carriage to a port of naval equipment. Lord Lansdowne voiced the usual English doctrine when he wrote in February to a Cardiff firm, "Coal is an article *anepit* *navis*, not *per se* contraband of war; but, if destined for warlike as opposed to industrial use, it may become contraband." But if we looked upon coal as absolutely essential to the equipment for war of a modern navy, that it ought to be placed on the same footing as ammunition, and supplies of it in neutral harbours prohibited altogether, we could hardly retain the position thus set forth. If belligerents were no longer to be allowed to buy coal in one port, could we still claim a right to carry it to their ports unmolested, as long as they were not ports where warships were fitted out? He could not see how the two positions were to be reconciled. We must choose between total prohibition to belligerents coupled with total prohibition to neutrals on the one hand, and on the other the present limited freedom of supply to belligerents coupled with a limited freedom to carry the article to their ports. He could see strong arguments on either side. Careful discussion was required before we came to a decision. It might be that a way out of the difficulty could be found by making absolutely contraband the harder and non-smokeless kinds of coal, which were those generally used for naval purposes, while the softer sorts remained on our list of goods conditionally contraband. Meanwhile it might be advisable to call attention to the fact that up to the present little practical application had been made by Russia of her severe rule. It was to be hoped that this attitude of deference to neutral susceptibilities would be continued, though the declaration that cotton would in future be regarded as contraband pointed in the opposite direction. But it appeared that it was the raw material that was declared to be contraband because it could be used as gun-cotton.

PROVISIONS.
As to provisions, at the outbreak of the war between Great Britain and France in 1793, both parties first adopted, and then under neutral pressure abandoned, the practice of capturing as contraband neutral cargoes of provisions on their way to open commercial ports of the enemy. Out of this attempt and its failure grew the doctrine that food was not contraband unless it was destined for a besieged place or an armed force of the enemy. After pointing out that we must look carefully to our own position, since it was the matter of the utmost importance for us to keep our imports of food free from molestation at all times, the lecturer said that the action of Russia in the present war emphasised the warning. Hitherto she had been on the side of the receiver rule. Food-stuffs were absent from her list of contraband of 1900. But the additions of February 28th, 1904, contained rice and provisions. We could only hope that our Government had followed the example of their predecessors in 1895, and entered a strong protest. In the action of Japan there was nothing of which we could complain. With her food was contraband only when destined for the use of the enemy's armed force—and, he presumed her Courts would act for a besieged place. When American steamers laden with canned meats and other provisions put into Japanese ports on their way to Port Arthur and Vladivostok at the beginning of the war their cargoes were of course seized. There was no breach of international law in such acts. The only comment it was possible to make upon them was that on these occasions some of our American cousins showed a strange lack of their usual sagacity in matters of commerce. Our own policy was, he said, strictly correct. It altered our habits fundamentally, or diminished our numbers by more than half, we could not live upon the produce of our own soil. Practically, we were dependent upon imports from abroad for about four-fifths of the wheat and flour we consumed. Of this enormous quantity a very large proportion came from our Colonies and dependencies. In the eight years ending 1st July 1903 it varied from 8 to 24 per cent. In those facts we found at once our call to action and our hope of success in action. It was a matter of life and death for us to prevent any change in the position of the world which should make the food of the civilian population unobtainable in contraband, and if argument and protests would not do it force must. Should the use of force be necessary, we were not likely to stand alone. Our trade in food was so lucrative to the great wheat-producing and meat-producing countries that they would strain every nerve rather than lose it. The United States was with us heart and soul in the doctrine that food-stuffs were not contraband unless destined for warlike use, and they were prepared to enforce it at all risks. If in time of war with France or Germany American corn cargoes bound for Liverpool were captured on the high seas, the Stars and Stripes would soon wave side by side with the Union Jack over the fleets which swept the commerce destroyers from the ocean. Other countries knew this as well as we, and in that knowledge and the efficiency of our Navy lay our chief securities.

Captain Stockton (United States Naval Attaché) and Baron Sayematsu took part in the discussion which followed. The latter asked a question with regard to the seizure of coal by belligerents. He put the case of a belligerent sending warships from one port to the globe to another—the case of war—being supplied to the war with coal by neutrals' could then to reach the seat of war, and he wished to know what was the lecturer's view of the matter. Dr. Lawrence said that that would be a breach of international law, even as it stood at the present moment. Coal supplied by a neutral ship to a belligerent was contraband, and was subject to capture. The proceedings then terminated.

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KOBE	TAIYAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	P. R. LUTPOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	13th inst.
SHANGHAI	WOOSUNG	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	CHANGCHOW	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	7th inst.
SHANGHAI	PAKHOI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	8th inst.
AMOI & SHANGHAI	SHANSI	Brit. str.	F. R. Summers	BUTTERFIELD & SWIRE	About 14th inst.
FOOCHOW, VIA SWATOW & AMOI	TRIUMPH	Jap. str.	A. Hansen	BUTTERFIELD & SWIRE	30th inst.
TAMSUI, VIA SWATOW & AMOI	M. SEIYU	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	10th inst., 10 A.M.
ANPING, VIA SWATOW & AMOI	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	13th inst., 10 A.M.
SWATOW, AMOI & FOOCHOW	HAICHING	Brit. str.	H. E. Kitch	DOUGLAS LAFRAIK & CO.	To-morrow, Noon.
SWATOW, CHEFOO & TIENTSIN	CHINHI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	8th inst.
MANILA DIRECT	TEAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SEWAN, TOMES & CO.	9th inst., 10 A.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SEWAN, TOMES & CO.	16th inst., 10 A.M.
MANILA	SHANWUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th Aug.
SINGAPORE, COLOMBO & BOMBAY	NANKIN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 7th inst.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	Magazzini	CARLOWITZ & CO.	11th inst., at Noon.
JAVA PORTS	TUPANAS	Dut. str.	H. E. Kitch	JAVA-CHINA-JAPAN LINE	Quick despatch.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

will be despatched as above on FRIDAY, the 26th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Cluster Road.

A. E. MIHARA, Manager.

Hongkong, 27th June, 1904. 1583

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S.

INTERMEDIATE LINE.

The New and Well-appointed Twin Screw s.s. "SARDINIA,"

6,574 Tons, will be despatched for LONDON DIRECT on or about 21st July.

Has excellent accommodation for FIRST & SECOND SALOON Passengers at moderate rates.

To be followed by the Steamship "BOERNE,"

4,573 Tons, about 18th August.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th June, 1904. 1593

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao week days at 8.30 P.M. and Sundays at 7.30 P.M.

FARE (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 31 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 5 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd " ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. 175

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. 127

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND PORTLAND, OREGON

SEA OF JAPAN, MOJI, KORE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Balle	August 14th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370	H. Kraft	October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th June, 1904. 114

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SINGAPORE, COLOMBO, NANKIN, AND BOMBAY

FOR	STEAMERS	TO SAIL	REMARKS.
* SINGAPORE, COLOMBO, NANKIN, AND BOMBAY	H. W. Kenrick, N.E.R.	About 7th July	Freight only.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	BOERNE, G. W. Gordon, N.E.R.	About 10th July	Freight and Passage.

SHANGHAI

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	CHUSAN, W. B. Palmer, N.E.R.	Noon, 15th July	See Special Advertisement.

* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th July, 1904. 1

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG ... (HAVRE, BREMEN and HAMBURG)	On 6th July.	Freight.

Capt. Jaburg ... (Calling at Singapore and Penang) ... On 26th July. Freight.

C. FERD LAEISZ ... (HAVRE and HAMBURG) ... On 10th Aug. Freight.

BADENIA ... (HAVRE and HAMBURG) ... On 25th Aug. Freight.

BAMBERG ... (HAVRE and HAMBURG) ... On 5th Sep. Freight.

ANDALUSIA ... (HAVRE and HAMBURG) ... On 5th Sep. Freight.

Capt. Schmidt ... (Calling at Singapore, Penang and Colombo) ... On 5th Sep. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOI	"TRIUMPH"	WEDNESDAY, 6th July, at 10 A.M.

TAMSUI, VIA SWATOW AND AMOI

ANPING, VIA SWATOW AND AMOI

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office, No. 8, Des Vaux Road Central.

Hongkong, 20th June, 1904. T. ARIMA, Manager. 115

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIM

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL...	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL...	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL...	"AJAX"	On 29th July.

HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 14th July.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.
SHANGHAI	"CHANGCHOW"	On 5th July.
MANILA	"FEAL"	On 6th July.
SHANGHAI	"WOOSUNG"	On 7th July.
SHANGHAI	"PAKHOT"	On 8th July.
AMOI and SHANGHAI	"SHANSHI"	On 8th July.
SWATOW, CHEFOO and TIENTSIN	"CHIHU"	On 8th July.
KOBE	"TAIYUAN"	On 13th July.
YOKOHAMA and KOBE	"TSINAN"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1904.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP.	JAVA PORTS	First half of July	SHANGHAI & JAPAN	First half of July
TJIMAH	JAVA PORTS	First half of August	SHANGHAI & JAPAN	First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Alexandra Buildings, 3rd Floor.
Hongkong, 4th July, 1904.

"BEN" LINE OF STEAMERS,
FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
"BENARTY,"
Captain Sarchet, will be despatched as above
on or about MONDAY, the 13th July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 25th June, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship
"PERSEA,"
Captain Cragg, will be despatched as above
on THURSDAY, the 21st July, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.

Princes Buildings.
Hongkong, 28th June, 1904.

THE EAST ASIATIC COMPANY,
LIMITED

FOR MARSEILLES, HAVRE AND
COPENHAGEN.

THE Danish Steamer
"PRINSESSE MARIE,"
Captain Berntzen, will leave for the above
ports on WEDNESDAY, the 6th July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 17th June, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY
SERVICE.

THE Comedious Steamer
"PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton
at 3 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following days, leaving Canton at 5 P.M., taking
passengers and cargo as usual.

The S.S. "CHARLES HARDOUN,"
Captain Marlin, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These two magnificent and up-to-date
steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$3.00
Second Class European ... \$2.00
First Class Chinese ... \$1.50
Second Class Chinese ... \$1.00
Deck ... 30
The Company's Wharf is at the end of Queen
Street, Praya West.

For further particulars, apply to
J. LANDOLT, Agent,
The Pharmacy, Queen's Road Central.
Hongkong, 23rd March, 1904.

STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE Steamship

"SCHUYLKILL"
will be despatched on the 10th July, instead of
as previously notified.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 25th June, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"CHUSAN,"
Captain W. B. Palmer, R.M.S., carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 13th
JULY, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's S.S. "Mongolia," 3500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

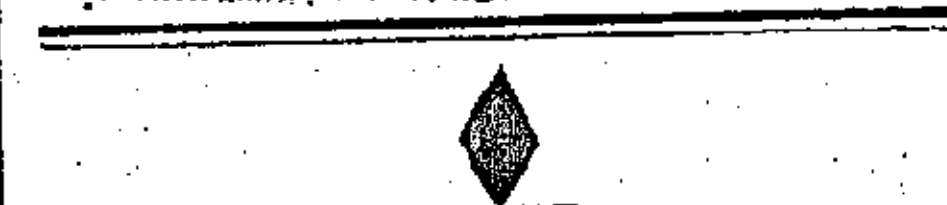
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. "Persia," due
in London on the 29th August.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 4th July, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CUNA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hankow, 4th August, 1897.

Hongkong, 4th August, 1897.



**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK" NAGASAKI.
A.I. A.C., Scott's and Engineering Con-
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length...	523 feet
Length on Blocks...	513
Width of Entrance on Top...	89
Width of Entrance on Bottom...	77
Water on Blocks at Spring Tide...	26 1/2

DOCK No. 2 (at MUKAJIMA).

Extreme Length...	371 feet
Length on Blocks...	350
Width of Entrance on Top...	66
Width of Entrance on Bottom...	53
Water on Blocks at Spring Tide...	22

"PATENT" SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 10 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

1703

**BUDWEISER
BEER**

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.



THE LARGEST BREWERY
IN THE WORLD.

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEE,
Manager.

1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903.

NOT RESPONSIBLE FOR DEBTS

NETH. R. THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

Borneo, British 4-m. barque, J. McBryde—
Standard Oil Co.
LYNDHURST, British 4-m. barque, Parrell—
Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—
Standard Oil Co.
ANAPA, British Ship, J. M. Williamson—
Shewan, Tomes & Co.

NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s.
Dardogne, from Havre ex a.s. Dardogne,
in connection with above Steamer, are
herby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, the 28th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Tuesday, the 5th July, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th July, or they will not be recognized.
All damaged packages will be examined on
Tuesday, the 5th July, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 28th June, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godown where they will be
examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 5th prox. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
8th prox., or they will not be recognized.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2th June, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND
SPELT.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:

From London, ex a.s. Mongolia
Paterno and Oriental.

From Australia, ex a.s. India.

From Calcutta, ex a.s. Palma.

From Persian Gulf, ex a.s. B. I. S. N.

From Aden, ex a.s. B. I. S. N.

From Algeps, ex a.s. B. I. S. N.

Optional Cargo will be landed here unless
intimation is given to the contrary before
1 P.M. To-day, the 30th inst.

Goods not cleared by the 6th prox., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1904.

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron
Moder charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS at the OUTPOSTS.
A COMPREHENSIVE and COMPLETE RECORD
OF THE

NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY PRESS,
with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, \$12 per annum
Postage to any part of the World \$2

THE YOUNG AMERICAN

SUPPLIES THIS WANT.

They are guaranteed pure, and
Smoked all over the World!

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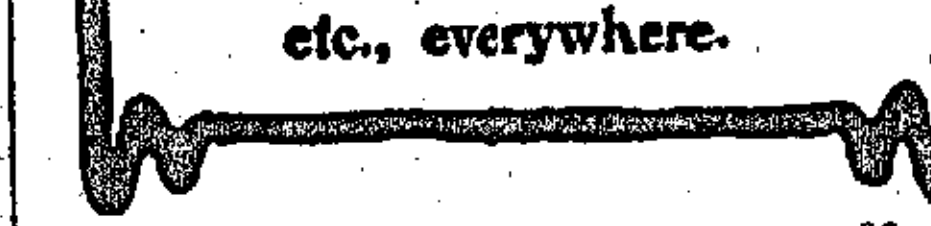
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